specifies the authority and responsibility of the Central Government, the State/UT Governments, the District Authorities and the Implementing Authority. The District Authority is responsible for overall coordination and supervision of the works under the scheme at the district level. It is the responsibility of the officers of the Implementing Agencies to regularly visit the work spots to ensure that the works are progressing satisfactorily as per the prescribed procedure, specifications and time schedule. The District Authority is also required to inspect of least 10% of the works under implementation every year. A provision has been made in the revised Guidelines on MPLADS for constitution of a State Level Monitoring Committee under the Chairmanship of the Chief Secretary/Development Commissioner/Additional Chief Secretary to review MPLADS implementation progress with the district authorities and MPs at least once a year.

(b) and (c) Whenever irregularities are reported, State Governments are directed to investigate the matter and take suitable action.

Public transport

1146. SHRI TARIQ ANWAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that problem of traffic jams in the metros is increasing day by day;

(b) if so, the details of the losses of valuable petroleum products due to this, city-wise; and

(c) the firm steps Government is taking to improve the public transport system especially in the four metros?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) As per a study conducted by Petroleum Conservation Research Association (PCRA) through Central Road Research Institute in 2005 to estimate the fuel loss during idling of vehicles at 600 signalised traffic intersections of Delhi, fuel worth Rs. 272 lakhs per day or Rs. 999.5 crores per annum gets wasted due to idling of vehicles. Such details are, however, not available city-wise.

(c) Urban Transport is a State subject. As such, the responsibility of improving transport system, primarily, rests with the State Government. However, realizing the seriousness of rapidly growing problem of urban transportation, the Central Government has formulated National Urban Transport Policy (NUTP) in April, 2006. It, *inter-alia,* seeks to promote integrated land use and transport planning, greater use of public transport and non-motorized modes of travel, Intelligent Transport Systems etc. It provides guidelines for central financial assistance for investments in public transport, infrastructure for greater use of non-motorized modes, as well as for the construction of parking facilities etc. The thrust of the policy is on moving people rather than moving vehicles.

With support of Government of India, metro projects in Delhi, Bangalore, Chennai and Kolkata have been approved. In Mumbai, Metro project has been taken up on public private partnership basis. Government of India has also sanctioned central financial assistance for purchase for the urban transport systems for all the four metro cities namely Delhi, Kolkata, Mumbai and Chennai.

Drainage and sewage system in towns

1147. SHRI RAHUL BAJAJ:
SHRI RAJKUMAR DHOOT:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the number of towns in the country which do not have a municipal drainage and sewage treatment system; and

(b) the existing plans to ensure such a system in all towns of more than 100,000 population?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Most of the cities and towns in the country do not have adequate sewage system and drainage facility. However, based on a study carried out by Town and Country Planning Organisation, Ministry of Urban Development, Government of India [Households with Drainage Facilities in Cities and Towns of India – 2001], distribution of cities/towns by percentage range of households having connectivity to closed drainage for waste water outlet is as under:

Sl.No.	Percentage range	Number of towns	Percentage of Total
1.	Zero	11	0.21
2.	0-10	2247	43.55
3.	10-20	1413	27.38
4.	20-30	671	13.00
5.	30-40	319	6.18
6.	40-50	176	3.41
7.	50-60	116	2.25
8.	60-70	78	1.51
9.	70-80	53	1.03
10.	80-90	44	0.85
11.	90-100	32	0.62
	TOTAL	5160	100.00